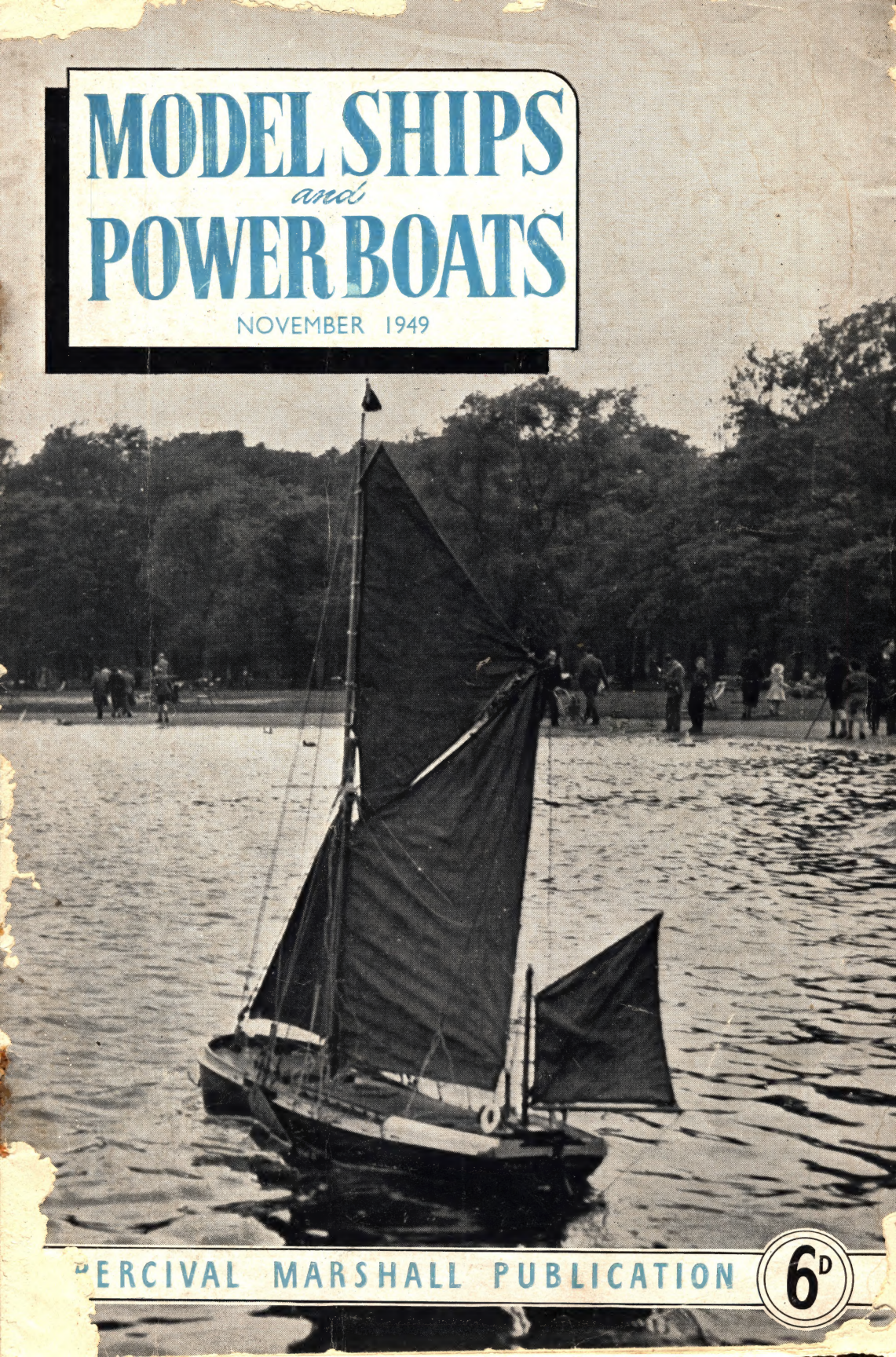
MODEL SHIPS *and* POWER BOATS

NOVEMBER 1949



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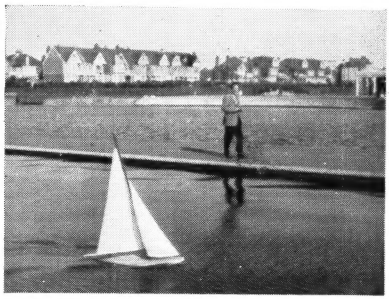

Photograph of the model sailing on Hove Lagoon

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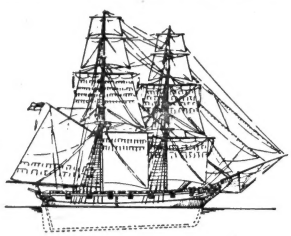

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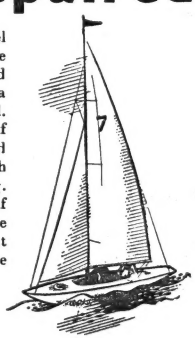

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Scientific

Model Ships and Power Boats

VOL 2 No 23 NOVEMBER 1949

PERCIVAL MARSHALL & CO. LTD. 23 GREAT QUEEN ST. LONDON W.C.2

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The Ship's Log

Our Cover Picture

Our cover this month illustrates one of the most fascinating of all the branches of ship modelling, viz., the sailing of scale models of the various types of sailing ships. Of late years, there has been a great revival of interest in this type of model, possibly because of the increasing scarcity of the full size prototypes. In any case, the sailing ship has usually been considered the most beautiful of all the many types of ships, and by those who have seen her in action in the Estuary, the Thames barge ranks very high in this category. Those who have only seen her lying at anchor in the River can have but a very slight idea of her grace and beauty when under sail in a strong breeze with her hull almost awash and her sails bellying out in graceful curves. Under these conditions even the hull, which at first sight may seem heavy and clumsy, takes on a new beauty and the sense of buoyancy and security it inspires must be seen to be appreciated. This beauty can be re-created by means of a sailing model, and our illustration shows, to some extent, what can be done in this direction. One misses in the model the lovely sheer at the bows of these vessels; also the shape of the spritsail at the mizzen is not quite right—the peak should be somewhat higher—but for all that the general effect is quite realistic. The model was one of the number of sailing models at the recent *Model Engineer* Exhibition, where it was awarded a VERY HIGHLY COMMENDED Diploma. The hull measures some 4 ft. in length and the displacement is about 50 lb. She is fitted with a detachable keel, which weighs about 40 lb.—very necessary in a model of this type with its shallow draft and flat bottom. Mr. J. J. Starkey, of Southend, who designed and built the model, frequently brings her up to London on Sunday mornings and spends the day sailing her on the Round Pond—which says much for the pleasure and interest he derives from his model.

The "International" Speed Boat Record

While congratulating Mr. B. Miles on his success in winning this event with his boat at over 53 m.p.h., it is very gratifying to note that the engine he used was of his own design and construction. This is all the more creditable in view of the large number of "hot" commercial engines on the market.

The National Maritime Museum Christmas Cards

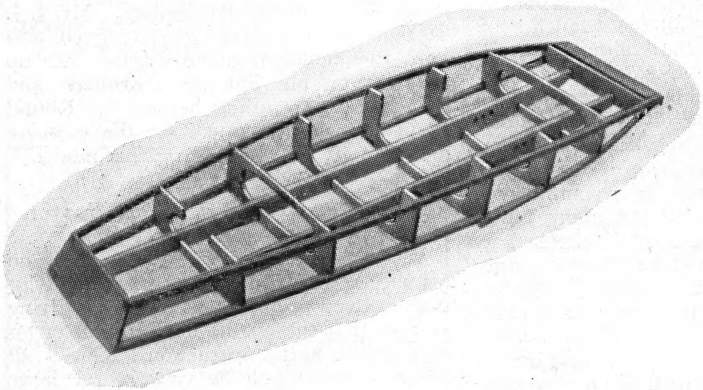
Shiplovers who are looking for an appropriate card, or others who want a suitable card to send to a shiplover, would do well to consider the Christmas card produced by the National Maritime Museum. This is from a painting by Hogarth showing "Lord George Graham in his Cabin." Apart from the interest in the group, the interior details of the cabin and its furnishings are of great interest. The cards may be obtained on application to The Director, National Maritime Museum, Greenwich, S.E.10, and the cost is 6s. 6d. per dozen.

*MODEL HYDROPLANE HULLS

Their design and construction

by *Edgar T. Westbury*

WE now come to the covering of the framework. Some constructors may prefer to remove the framework from the jig at this stage, to provide more ready access when applying the covering, but while there would not appear to be a great risk of it going out of truth in the covering operation, it should be appreciated that the " stressed skin " principle of covering when continuous sheets of three-ply or other thin material is used, does definitely exert a pull on the frame, which under certain circumstances may be much greater than is commonly realised. For this reason I recommend leaving the frame on the jig at least until the floor and sides of the hull have been applied ; the decking is unlikely to put any strain on the structure.



The completed framework ready for covering

The use of three-ply, which in the case of a framed hull of this size should not be thicker than 1 mm. is the simplest way of covering the hull and probably also the strongest as well. Some constructors have succeeded in planking this type of hull with thin strips of mahogany or similar wood, and if the fitting is skilfully carried out this makes a really excellent job. Others have used a double skin of veneer, applied with the grain running diagonally, in opposite directions in the individual layers, and silk or aeroplane fabric interposed. But both these methods call for very great care and are liable to be troublesome to workers without specialised skill. As these articles are written primarily for the benefit of the novice, I advise him to stick to three-ply for his first hull.

At the same time, one should not neglect the study of improved methods and craftsmanship, which is always worth while for its own sake.

In applying the three-ply to the hull framework, both trouble and waste will be saved if patterns are cut from stiff paper or Bristol-board to show the shape of the individual pieces, which should be slightly oversize in every direction. The after part of the hull floor should be put on first. This is the easiest to apply, as it is flat in the lengthwise plane and only bent slightly in the transverse plane to conform with the camber of the floor. It will be seen that nailing strips are attached to the rear side of No. 4 former, flush with the level of the after part of the stringer, for attaching the front end of this sheet, the edge of which must be carefully fitted up to the face of the former to make a tight joint. The edges of the strips, main bearers, stringers and formers are coated freely with adhesive and the sheet is nailed down first to the nailing strips, then to the bearers, starting at the forward end and working aft along both bearers, then similarly along the edges of the stringers and the edge of the transom, keeping the sheet pulled taut over the frame to avoid cockling.

The nails should be spaced not more than $\frac{1}{4}$ in. apart, and preferably closer, though they may be put in at alternate points in the initial stages ; the use of the drill or

* *Continued from October issue page 148*

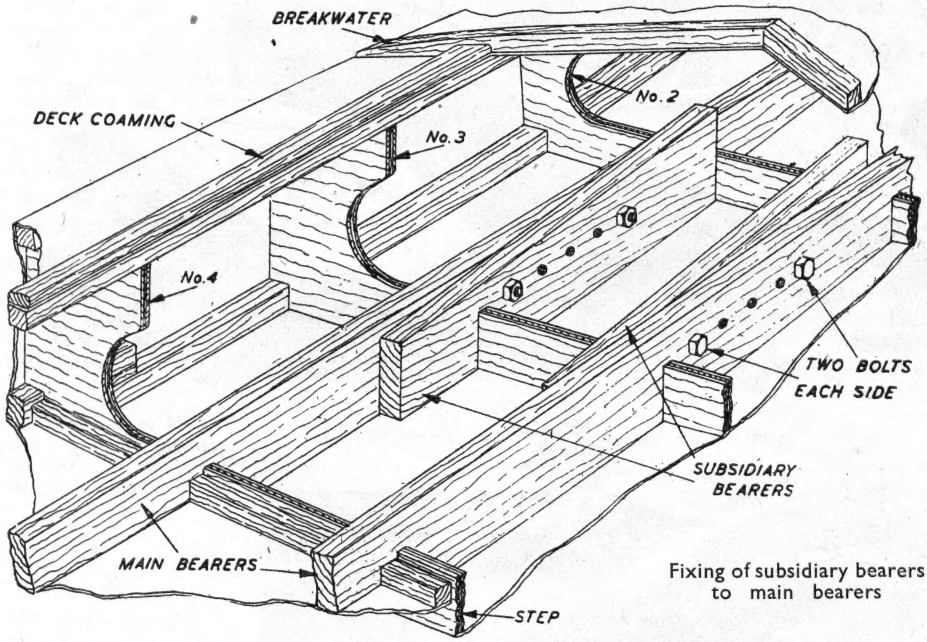
bradawl will assist in starting them and ensuring that they go where they are intended. It will be necessary to support the stringers with a hammer head or other fairly massive piece of metal while nailing. There is no necessity to nail into the formers, but if this is done, drive the nails obliquely. Sink the heads of all nails flush with the surface of the three-ply, or just perceptibly below it, with a fine nail punch ; do not overdo this, however, or you may force the nails right through the thin wood. The clinching of the nails should be left until the covering is completed.

Similar procedure is adopted in fixing the other sections of the covering. It will be seen that the forward portion of the floor is curved in both planes, but as the curvature is very moderate, there will be little difficulty in getting the three-ply to bed down properly ; at least, I have found no difficulty, but if there is a tendency to cockling, this part may be put on in three strips, making the joint on the bearers, with nailing strips attached to the sides if found desirable, and fitting the edges of the covering as accurately as possible. The front edge of the floor should also fit closely in the rebate of the bow piece.

After the floor has been completely covered, the edges should be trimmed flush with the sides of the frame, and the side sheets applied in the same way as before. Take care not to stress the inwales when nailing the skin to them, the " dolly " or " holder-upper " being used to back them up during this operation. Finally, trim both upper and lower edges of the side sheets, and any overhang at the transom ; it will also be necessary to trim the ends and underside of the bow piece by planing, paring or filing, so that it lies flush with the skin of the hull.

The upper surface of the hull may now receive attention, and here it is necessary to consider what openings are necessary in the deck for the installation of, and access to, the power plant. Where the usual arrangement of a small single-cylinder petrol or c.i. engine is used, it will be found desirable to cut away Nos. 3, 4, and 5 formers in the centre to a sufficient width for the engine cockpit, and fit nailing strips or " deck beams " to support the side parts of the deck ; these strips should extend from No. 2 to No. 6 former, where they are notched in to lie flush with the top edges of the formers. For engines with battery ignition or other engine auxiliary fittings, other openings in the deck may be found necessary, which may or may not necessitate cutting out the centres of formers, but in all cases it is desirable to provide strips to support the deck at such points.

Either a single sheet of three-ply, with



Fixing of subsidiary bearers to main bearers

the necessary openings cut in it, or separate pieces for the bow, stern and side strips may be used. The latter is often found desirable in the interest of economy, as there are usually some odd pieces of thin three-ply left to use up. But do not forget, wherever joints are made in either the deck of any other part of the covering, to fit them closely and to provide support underneath by suitable nailing strips. It is often desirable to secure the deck or some parts of it by screws and to omit glue in the joints, so that the sections are detachable for such purposes as repairs, painting, etc. All deck openings should be surrounded by neat coamings, to reinforce and protect the edges, and the forward side of the engine cockpit should have a breakwater fitted, of sufficient height to prevent or reduce the liability of spray entering the cockpit under normal running conditions. After the edges of the deck have been trimmed flush with the sides and transom, it is a good policy to fit a " rubbing strake " preferably half-round in section, all along the deck line to protect the edge from damage by friction. The underwater hull joints or any other joints exposed to entry of water, may be sealed by cementing strips of silk or Egyptian tape over them.

The hull is now ready for the installation of the plant, which should be carefully planned to suit the particular type of engine to be employed. Any trimming and fitting necessary for this should be carried out before the hull is painted, although it would be advisable to apply a coat of priming at this stage. It will be noted that the method of fitting the engine specified in the design, involves the use of subsidiary bearers bolted to the insides of the main bearers. This method has the advantage of being adaptable to suit various kinds of plant, and for varying dimensions ; the main bearers are not

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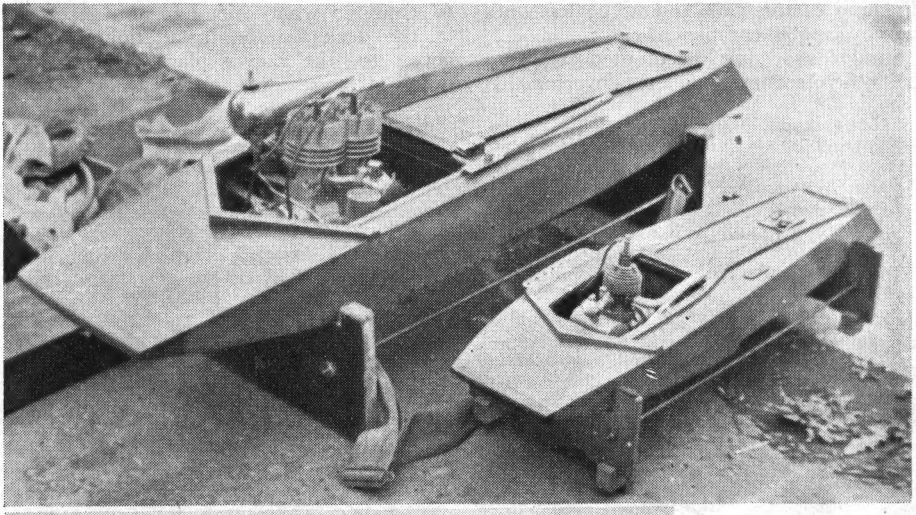
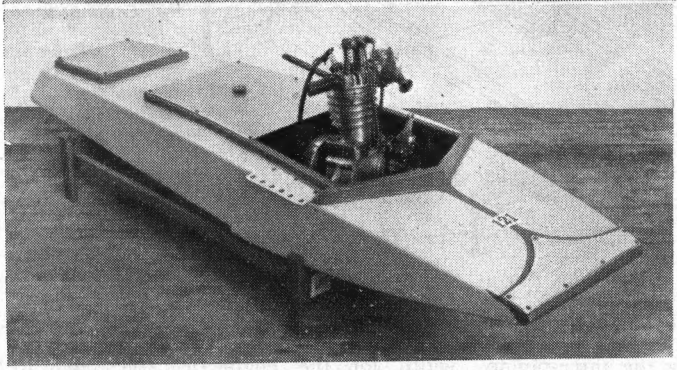
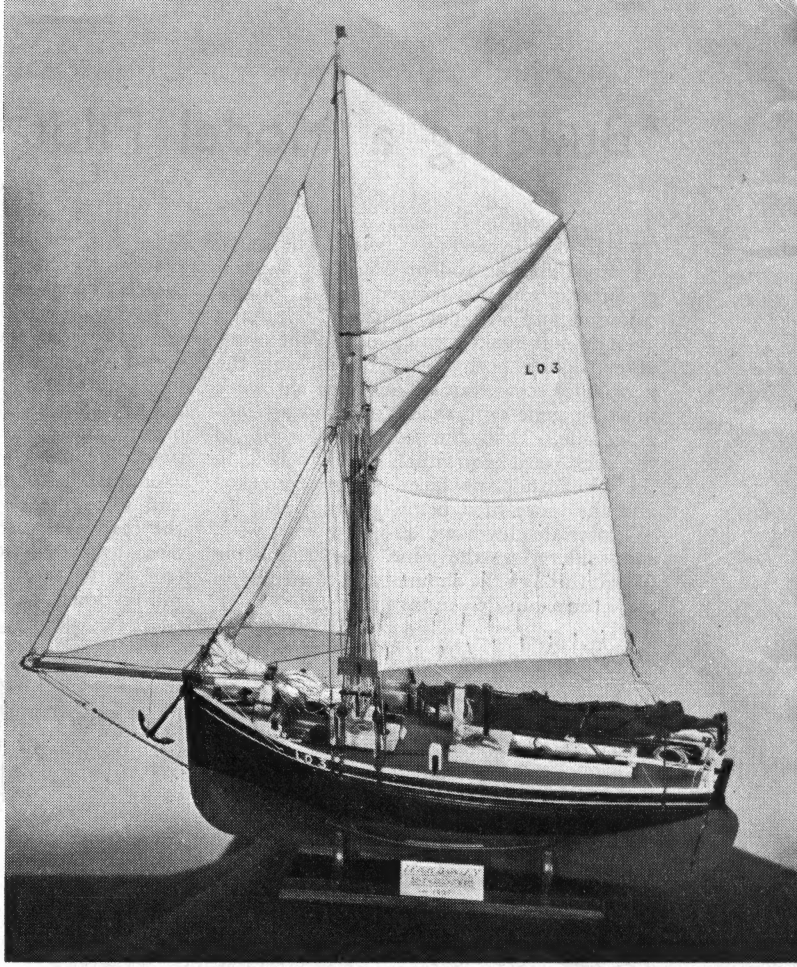


The 24 in. hull and an example showing it enlarged to 36 in. by Mr. Phillips, of South London



A 30 in. version of this design by Mr. R. D. Harris, of West Wycombe

L. H. FOSTER writes the fourth of a series of articles on *OLD-TIME COASTAL CRAFT*



THE LEIGH BAWLEY

THE bawley is the fishing boat of the Thames Estuary. A few can be found at Harwich, the Colne, Tollesbury, Gravesend, and more in the Medway, but their chief centre is Leigh whence a hundred or more were working in the 1870's. In 1938 there were fourteen left and it was difficult to find crews to man them—a contrast to Elizabethan times when Leigh was "A proper haven . . . with a good store of lusty seamen."

The type began to appear in more or less its present form early in the 19th century. The first appear to have been open or half-decked boats, clinker built, and fitted with a fish-well like their predecessors the smaller Peter boats.

By the middle of the century they had increased in size and were decked.

In those days they were long liners as well as trawlers for shrimps and whitebait. The former took their catch alive to Billingsgate : the shrimps were brought into Leigh and boiled ashore preparatory to despatch to market.

Modern bawleys are heavily built carvel vessels, about 35 ft. long by 12 ft. beam, and drawing 5 ft. or 5 ft. 6 in. Fish-wells were done away with many years ago and the boats now carry a shrimp boiler aboard so that trawling and cooking go on simultaneously and the catch is landed ready to put on rail.

The bawley's rig is distinctive ; the lower mast relatively short ; the topmast long ; the boomless mainsail (locally trysail), is cut with the luff and leach nearly parallel and is set on a long high peaked gaff. One brail enables the sail to be

(*Continued on page* 172)

chief weight, and lay the leech of the sail to the selvedge. Mark the outline of the pattern on the material, allow a margin all round for the narrowest hem you can manage, and cut out, using razor blade and straight-edge for all straight edges. The hems may be made either by stitching. or sticking with " balsa " cement, which is clean and colourless, and gives a neater turn-in. Machine-stitch lines to represent cloths and rope all edges, taking care that the sewing goes *through* and not *round* the rope. Narrow strips of the material, cut with the razor blade, should be cemented on to represent reef bands in main and foresail. Take care that all hems are on the same side of all sails.

Now take the gaff, attach thereto by bent-over pins all the blocks necessary for the peak and throat halliards, and lace the head of the mainsail thereto, the lacing being that known to ladies as a chain-stitch. The mainsail is loose-footed, so requires making fast to the boom only at each end. Now parral the gaff to the mast by passing between the gaff jaws a short thread on which, if obtainable, are fed some tiny beads to represent the parral balls, and rig the throat and peak halliards. Attach the boom to its gooseneck, hoist away and when all is taut and setting well, make fast the falls of the two halliards. Rig the mainsheet and make fast temporarily, and lace luff of sail to the mast by a running lace. Thread short lengths of cotton through the reefbands and let them hang down each side to represent reef-points.

Next, lace the gaff topsail to its boom and gaff, and set it, again making fast the downhauls to the bitts abaft the mast.

When these sails are in position, the backstays, set up with tackles, for the mast and topmast, may be rigged as shown, also topping lift and signal halliards.

Lastly, bend the foresail (hanked to its stay), and the jibs, set up the bowsprit stays, and add final details, such as side-light screens to the shrouds, stern light, and mast head burgee.

For the sake of permanence, and obtaining a good tension, it is best to make fast with knots all downhauls and halliards on their pins, but to give a good effect, small separate coils of similar cordage should be made up on a small jig, and hung over the pin with a spot of adhesive.

It is not really possible, in a fore and aft rigged model, to set the sails as though on a wind, and it is best to sheet everything home fairly taut.

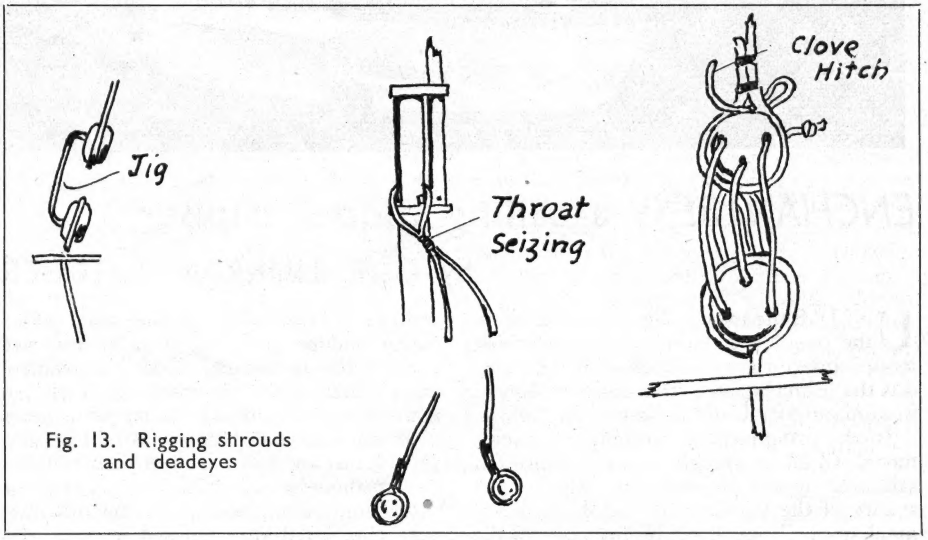
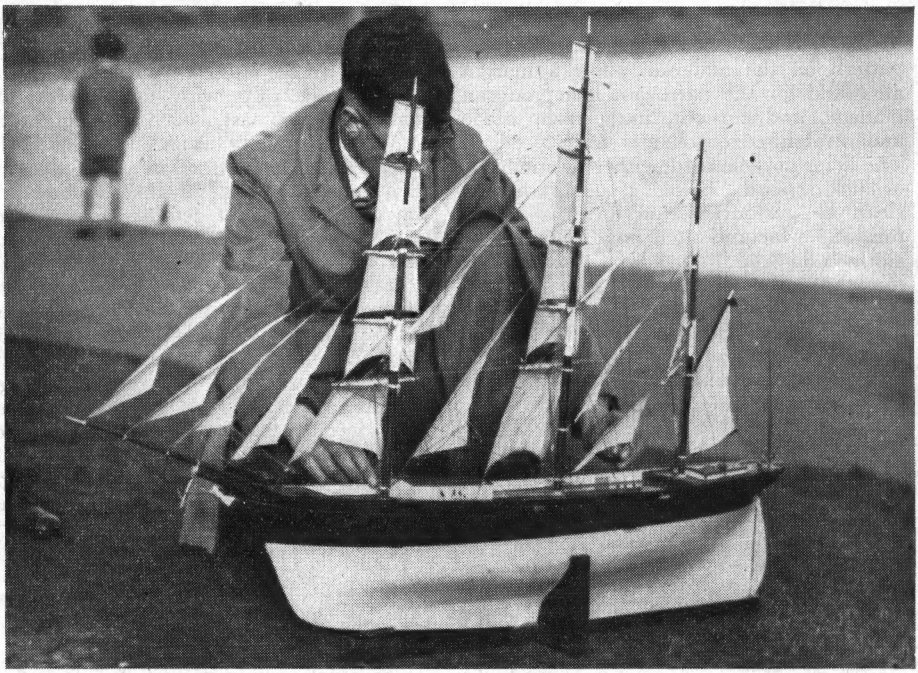


Fig. 13. Rigging shrouds and deadeyes

Always pass all cordage once or twice through a lump of beeswax, which not only acts as a preservative, but lays all fluff, and avoids the hairy appearance so common in some models. All standing rigging should be blacked over, either before or after passing, with Indian ink or thin Berlin black, and all running rigging stained brown.

Provided you have taken proper care with every operation, and rigidly rejected everything not up to standard, you should now have a very effective and accurate model of a little ship, now almost vanished from our waters, which, in its day, played so essential and brave a part in the sea story of England.



ENCHANTRESS a sailing model clipper

by G. F. MURRAY BUTCHER

UNLIKE the maker of glass-case models, the would-be builder of a working model square-rigger is faced with the paradox that exact reproduction of the prototype in miniature leads not to success but failure.

In the first place, the stability of a scale model would be gravely deficient, since the sail area would be reduced only by the square of the chosen scale, while displacement would be reduced by the cube of the scale and the righting moment by its fourth power. Secondly, the task of setting, trimming or taking in sail with the aid of scores of ropes secured to rows of tiny belaying-pins would be wellnigh impossible for one pair of hands, and—perhaps most important of all—although the steering gear of the original might be carefully reproduced, a successful working model must also have some effective substitute for a man-at-the-wheel.

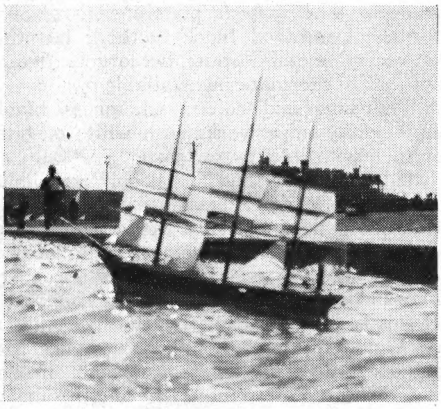
Previous experience has emphasised these points, so when the building of this model was first contemplated it was resolved to produce a freelance design, which, while retaining some resemblance to the tea-clippers of the 1860's, would incorporate modifications that might be expected to ensure a reasonable performance as a sailing model. A length of about 3 ft. was tentatively decided on as a convenient size ; this, in a scale model of a clipper of the period would have called for a beam of about 6 in. and a depth of hull of, say, 4 in. However, to secure sufficient stability it was thought advisable to increase the latter dimensions, and when the drawings were completed they showed a craft with a waterline length of 35 in., and overall length (from figurehead to taffrail) of 39 in., beam 7 in., drawing 6 in. of water, and having a minimum freeboard of 1.2 in. In order to get the lead low down without resorting to an unsightly false keel, the hull lines below water were so drawn that the sections are deep V-forms, with great deadrise and very easy bilges, somewhat reminiscent of the " plank-on-edge " type yachts of the early 1880's. The lead ballast is moulded into the lower part of the hull, and does not form a separate appendage. On these lines the displacement worked out at 17½ lb., and the weight of the lead keel was fixed at 10½ lb. Care was taken to keep every part as light as possible, and it was eventually found that the allowance

of 7 lb. for the hull (apart from ballast), sails, and gear was on the generous side, with the result that she floats slightly above her designed waterline. The increase in draught, which was introduced primarily for the purpose of lowering the centre of gravity, has provided ample lateral plane, although her performance to windward would perhaps be better if the rounding up of the forefoot had been rather less pronounced.

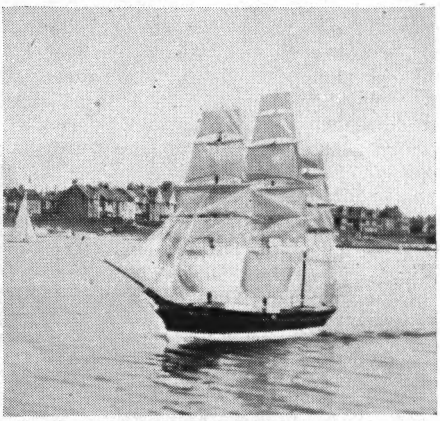
Her sail-plan is rather tall and narrow, and includes four headsails, double-topsails, and a skysail at the main, and together with the usual staysails totals 680 sq. in. Lower-, topmast- and topgallant-studding-sails can be set at the fore, adding some 150 sq. in to her plain sail area. As regards spar measurements, the main truck is 27½ in. above the deck, the mainyard 15 in. long, the jibboom extends 12 in. outside the knightheads, and the distance from the jibboom end to the after end of the spanker boom is 50 in.

The hull is of bread-and-butter construction, of Siberian pine in 1 in. layers, put together with casein glue, and well hollowed out. The lead keel extends for 24 in. along the bottom of the hull, and is secured by six $\frac{3}{16}$ in. brass bolts ; underneath the lead is a shoe of $\frac{1}{8}$ in. oak to take the wear and tear of grounding. The figurehead is carved from a small piece of ivory mortised into the stem.

The deck-plan is typical of the period, consisting of a short anchor-deck forward, a deckhouse abaft the foremast, and a raised quarter-deck extending just forward of the mizzen mast to the taffrail. Since the openings of the cargo hatches would have been too small to be of much use in a model, access to the inside of the hull is provided by making the deckhouse and the monkey poop removable. The bulwarks, which are 0.6 in. high would seem to be inviting trouble, but in fact the four clearing ports keep her decks remarkably dry. Guard-rails and other easily damaged details have been omitted, and such features as boats and hatches have not yet been added.



The model under reduced canvas

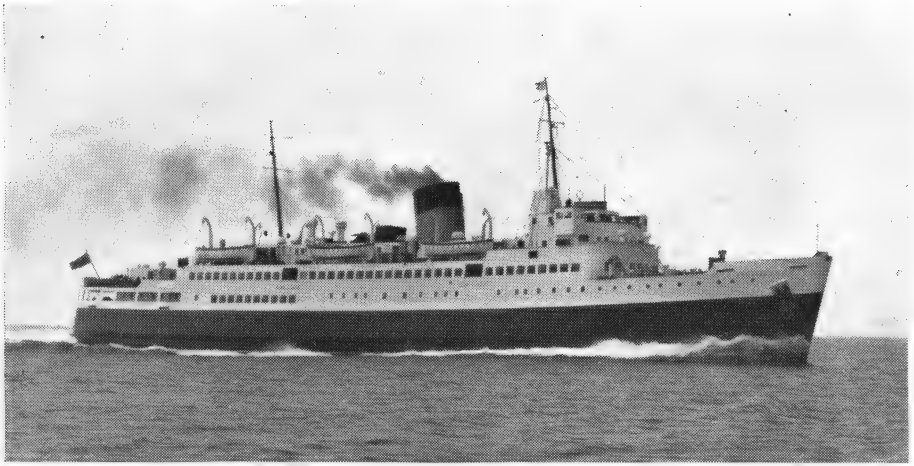


The model in full sail

The spars are of pine, and the diameters were determined by the old rule that a mast to carry square-sail should be 1 in. in diameter for every yard in length, and the yards 1 in. for every 4 ft. of length. Although these proportions result in rather fragile little slivers of wood—the skysail mast is but 0.1 in. diameter—they have proved sufficiently stout for their particular jobs, and avoid the clumsy appearance which over-scale spars would convey. To reduce weight and windage aloft, doublings have been dispensed with and the lower masts and topmasts made in one length, with the topgallantmasts socketed into light brass tubes at the topmastheads. If one of these slender upper spars is carried away, the damage can be made good without the need to scrap an entire mast.

For convenience of transport the masts are easily removable, model-yacht fashion —a slot and pin in the heel engaging in a slot in a " T "-section brass step screwed to the inside of the hull. Although the fore-and-aft position of the masts cannot be varied, the rake is adjustable by choosing one or other of a series of slots in the step. Unlike the masts, the bowsprit is permanently built into the hull, but the jibboom passes through a cap of orthodox design and can be easily rigged in. This spar is very apt to be damaged in collision, and one has to get used to the idea that jibbooms are " expendable."

(*To be continued*)



SHIP MODEL PROTOTYPES No. 7

Cross Channel Packet *DUNKIRK*

by A. D. TROLLOPE

THE first sight that the writer had of the T.S. *Falaise*, as she approached Guernsey suggested at once that the vessel would make an excellent prototype for a really fine model, and it was from this basis that the design for *Dunkirk* was started.

Falaise was put into service in the summer of 1947, on the Southern Region, British Railways run from Southampton to St. Malo. She was built by Wm. Denny & Bros., Dumbarton, and is 301 ft. long and 48 ft. breadth. The vessel is of handsome proportions and is furnished in a very comfortable manner, the wide promenade decks and large windowed lounges making her an ideal vessel for her intended use.

The scale of the model design, $\frac{3}{16}$ in. to 1 ft., brings the model down to a convenient size and at the same time enables the deck fittings and other details to be made robustly and accurately.

It will be necessary to construct the superstructure carefully and with due regard to weight-saving, but it can be largely built of 3/32 in. material and should not affect the stability to any extent.

There is ample room in the hull to place the power plant well down in the bottom and there should be a large excess of displacement for the incorporation of any extra ballast that is needed. The power plant envisaged is the Westbury "Seal" 4-cylinder engine of either 15 or 30 c.c., the smaller motor being quite capable of driving the hull at well above an appropriate speed.

Should a steam plant be fitted, care will certainly have to be taken to select a plant with as low a c.g. as possible, though the plant need not be very large to provide the necessary power. The hull should be an easy one to drive and the use of excessive power in any model is detrimental to the appearance of the vessel when in motion.

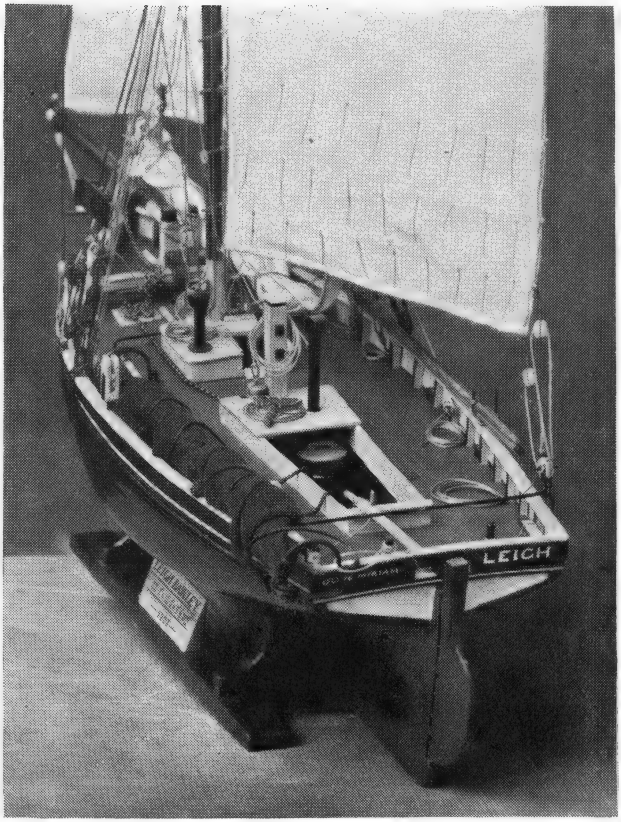
The building of the hull, though not of the simplest, should not cause any difficulty. It can be done on the laminated block system, framed and planked, or can be built-up with laminated block bow and stern sections joined by side and bottom planks. The writer's preference is always for the laminated block method, but the choice of method must be largely determined by the material available.

The suggested colour scheme is black hull, white upperworks with white or buff funnel with black top.

It is suggested that if a "Seal" engine is employed the large loading doors on each side could be utilised for the insertion of a crank starter or for access to the handle of a cord starter as described by Mr. Westbury in "Model Petrol Engines." If this is done, no disturbance of the upper deck structure will be necessary once the initial tuning up trials are done, unless it is required to remove the engine for a major overhaul.

THE LEIGH BAWLEY

(Continued from page 165)



reduced to regulate the trawling speed or during a passing squall without affecting the topsail set over it.

They are employed in shrimping, spratting and whitebaiting.

The modern shrimp trawl is of the ordinary type with a 21 ft. beam supported by trawl heads. Before 1900 the Leigh men used a particular kind of net known as a beam net, which was a bag net kept open at the mouth by upper and lower beams 9 ft. long, held 18 in. apart by a central strut. Each boat worked three or four at a time.

The sprat net of the Thames Estuary is the Stow net, which is a filter net fished while the boat is at anchor in a tideway. It is some 200 ft. long, and the rectangular mouth is kept open by upper and lower beams about 21 ft. long, the latter being weighted. These are connected to the anchor by a bridle, and, when set for fishing, the upper beam is about 4 ft. below the stem and the lower one 30 ft. below that, with the long net trailing out astern.

The whitebait net is similar but smaller—100 ft. long.

Leigh is not a Port of Registry so boats belonging there bear the letters HH (Harwich), MN (Maldon), or LO (London).

Olive Miriam, represented by the model, was one of those still working in 1938, but she has since been sold away and the sailing rig taken out of her.

She was built by Cann, of Harwich, in 1907, and is 35 ft. 6 in. long by 13 ft. 2 in. beam, and draws 5 ft. 6 in.

The scale of the model, which was made by the writer, is 1 : 32 ($\frac{3}{8}$ in. to 1 ft.). The hull below the water-line is carved from a block of yellow pine ; above the water-line it is framed and planked. With the deck fittings she makes a very fascinating model.

MODEL HYDROPLANE HULLS (*Continued from page* 164)

mutilated by cutting or drilling, and should the plant be changed for one with different arrangements, only the subsidiary bearers need be altered or replaced by new ones. Equally important is the facility which this method offers for adjusting the position and shaft angle of the engine, when lining up the propeller shaft or trimming the hull. Either wood or metal can be used for the subsidiary bearers, the former being generally recommended by reason of its resilience, which damps out shocks and vibration to a substantial extent, and thereby reduces wear and tear of the hull structure.

For producing a good finish ordinary hard gloss paint or enamel may be used. Some constructors may prefer the modern finishes, such as the metallic paints which give an attractive appearance and wear quite well.

(*To be continued*)

For the Bookshelf

SHIPS IN BOTTLES. By J. P. LAUDER and R. H. BIGGS, *Percival Marshall & Co. Ltd.*, London. Price 3s. 6d.

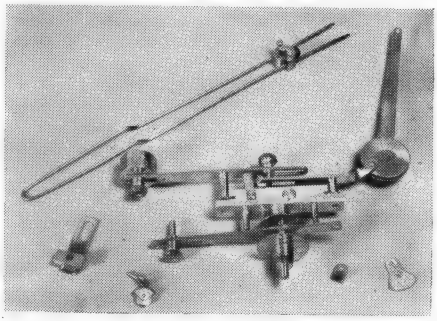
This is a most interesting book on a very intriguing subject. Commencing with a description of the sails and rigging of the principal types of sailing ships, the book goes on to describe in great detail the technique employed at all stages in the manufacture of these fascinating models. The book is copiously illustrated with photographs showing the models in various stages of completion, and line drawings of the many different fittings required. Other line drawings explain the methods employed in arranging the rigging and sails before the insertion of the ship in the bottle, and of erecting them after insertion. The only thing we do not approve of is the triatic stay leading from the jibboom over the mast-heads and down to the taffrail. When the book was being written the authors considered this necessary for the erection of the masts. Since then they have overcome this difficulty, and in their latest model—of the four-masted barque *Archibald Russell*—it is replaced by the correct royal mast stays. The book concludes with a comprehensive glossary of nautical terms and a well-arranged index. The writers, one of whom is an officer in the Merchant Navy, are masters of their subject and the book should be in the hands of everyone interested in this phase of ship modelling.

PERIOD SHIP MODELLING By R. K. BATTSON. *Percival Marshall & Co. Ltd.*, London. Price 3s. 6d.

Strictly speaking, all ship modelling belongs to one period or another, but the expression, like "period" furniture or "period" architecture when applied to ship modelling always seems to imply the Elizabethan or sometimes the Restoration period. In this case it is the Elizabethan period. The scope of the book is indicated in the author's sub-title which describes it as "constructional notes with sixty-five diagrams on the making of an Elizabethan galleon." Four reproductions of photographs of the finished model are also included. The book gives a number of very useful hints on the construction of hull details and also a detailed description of the rigging. The line drawings are by G. F. Campbell and are notable for their clarity and accuracy. If the book is read and studied as it deserves, the standard of "shippiness" in the model galleon will be improved very considerably. Although the book is more or less based on the drawings of the Elizabethan galleon in the Science Museum, at South Kensington, it will be found to be extremely useful to anyone who builds model galleons.

TRADE TOPICS

The Vane Steering Gear for model yachts is rapidly coming into favour, especially for the Marblehead and the larger types. In the regattas this year most of the boats reaching the finals have been fitted with it, due, no doubt, to its extreme sensitiveness and the rapid and efficient way it exercises its control over the boat's course. But it tends to become a very complicated piece of mechanism, and many yachtsmen are deterred from fitting it by the difficulty of making it. To help them, Mr. Arthur Mullett, of 16, Meetinghouse Lane, Brighton, Sussex, has put on the market a complete Vane Self-Tacking Steering Gear at the price of 30s. From the sample submitted for our inspection, of which we reproduce a photograph, this is a well-made piece of mechanism and is supplied complete with everything necessary for fitting it to the yacht. The size and shape of the vane must be made to suit the particular yacht, but otherwise everything is there. Mr. Mullett stocks many other fittings of great use to the model yachtsman, and his free list, supplied on receipt of a s.a.e., should be in the hands of every model yachtsman.



SHIP MODELLING NOTES by *Jason*

Some post-exhibition reflections are worth noting. The first one is that the ship models "stole" the show this year. The standard of miniatures and the power boats was particularly high. This leads me to another reflection. In the days before the war there was a cup, the Spectator Cup, which was awarded in the power boat class. The Spectator Cup was not an organisers' prize, but a special prize by a private donor. There is now no special cup for power boats. Is it not time there was such a cup, quite apart from the Steamship Cup? The gap between working models and stand models is very great, and the differences between them are not easily appreciated by modellers, and even less so by the general public. Here's an earnest wish that the organisers will next year institute a separate cup for power boats as distinct from stand models. The experiment of placing competition work at the side of the hall rather than in the centre did not meet with general approval. Well it's bad enough being a judge. I'd hate to be the manager who has to allocate the space between the various conflicting interests. Despite all, the 1949 *Model Engineer* Exhibition was a fine show with a record number of entries and a generally high standard of work. There was a considerable amount of large scale work.

Birmingham's Fine Success

The Club Championship Cup, which, by the way, is now regarded as one of the senior awards of the exhibition, was won by the Birmingham Ship Model Society. The conditions are simple. Each club or society chooses the best three models as the team entry. The entries of the team gaining the highest number of marks is the champion for the year. The cup is won outright each year. Readers will remember that Sheffield came very near to winning the Club Championship Cup last year, and they will be among the first to congratulate this year's victors. Birmingham's three entries were Sixteenth Century Spanish Carrack (by A. E. Field), a British Coasting Topsail Schooner (by C. J. Clark), and H.M.S. *Valena*, a converted T.S. Yacht (by A. N. Hardy). These three entries were awarded respectively Championship Cup, Silver Medal, and a "D" Diploma.

To Encourage Entries

A leading member of one of the provincial societies is, I hear, considering the offer of a Special Shield to encourage the largest possible number of members of a society to send in entries to the exhibition. The shield would be competed for over a period of ten years (a winner's replica each year, I hope), and ultimately it would go to the society having most marks during that period. The idea has my wholehearted support and indeed I can see real excitement towards the end where every persuasion would be used to increase the society entries. There were strong entries for this year's team prize from South London and the Surbiton societies, I noticed particularly in the case of Surbiton that the "other" entries were also good.

Jason's Book

This year has been particularly fruitful for my book. Moreover, I've had some valuable helpers especially Messrs. H. V. Evans and W. Honey. As a result, a number of new societies are under way I find that founder secretaries and chairmen are unduly worried about the small membership at first. It doesn't matter if only three modellers have enrolled. If they are interested and sincere what else is wanted? Those who signed the book this year are being contacted by the secretaries concerned. Many will have heard from the Thames Ship Model Society which meets last Wednesday in the month for a lecture and on second Wednesday monthly for ship-modelling discussion. The November lecture is "1,000 Years of Whaling," which is illustrated with a very fine set of slides. The meeting place is on the R.R.S. *Discovery* (opposite Temple Underground Station). For further particulars of the Thames Ship Model Society write H. V. Evans, Esq., 134, Sunningfields Road, Hendon, N.W.4.

Some Show Snippets

Space being limited, I am unable to give a full criticism of the ship models at the exhibition, but here are some snippets from my notes. On the whole there were no bad "seas," nor were there any really good ones, although the general standard was high. The secret of a good "sea" is restraint. Mr. Shipsides, an artist by the way, had a go at that most difficult of all seas, the "pancake" lighting effect. I think he would have come nearer perfection with a smoother surface. A splendid pioneer effort and let's have some more. Many of the "set" models had a very restrained "sea" as if the modellers were cautious. Seems uncommonly like reaction. Next year should be a really good year for "seas." I wonder how many noticed the double navigation lights on the cross-channel steamer *Hibernia*. Most cross-channel steamers have a full set of lights (masthead and side) for coming astern at speed and for some considerable distance. As this type of vessel is fitted with rudders at either end they are easy to manoeuvre. One curious error I noticed on Croft's "M" Class destroyer. She was fitted with two fairleads on either side of the nose. I'm not sure whether he had two right-hand fairleads, but one of them was a very unfairlead because it lay athwart the lead of a mooring line. There was some very fine scribing work on the *Port Pirie* (Silver Medal), and his rail work was particularly good. The *Caronia* (by Dobree-Carey) caught my eye. Here's why! He used a very dark colour paint to delineate his rails on cellophane. Now this trick depends upon unobtrusiveness. The painting was much too heavy in size and colour and spoiled the effect of the *Green Lady of the Atlantic*. I think we'll hear more of Mr. Dobree-Carey all the same.

News from the Clubs

MODEL YACHTING ASSOCIATION

The Fleetwood Regatta

British "A" Class Championship and Selection Races

Racing started on Monday, August 8th, with a record entry of 43 yachts. Heavy weather continued throughout the whole week and at no time was it less than a full suit breeze. Of the 43 yachts entered, 20 were vane steered. Racing was extremely close, being decided by inches only. The final rounds were sailed on Friday and Saturday, when really grand sailing was seen. The racing resulted in a very popular win by a local man, Mr. L. K. Corrooin, of the Fleetwood M.Y. & P.B.C., his yacht *Scamp* scoring 80 points out of a possible 110 for the two rounds.

Allen Forbes cup (for open water racing)

Racing for this trophy was held at Lake Windermere on Sunday, August 14th. A nice full suit breeze was blowing, and with the sunshine, an ideal setting was provided for the event. Two courses were sailed, totalling 6½ miles. *Vic*, the French entry got fouled amongst some weeds and had to retire. The skippers are to be congratulated on a grand show. The times were remarkably close, the winner being *Mist* (S. Croft, Gt. Britain), 101 min. 58 sec. Second, *Revanche* (Kai Ipsen, Denmark), 103 min.; and third, *Ranger* (A. Ballantyne, U.S.A.), 103 min. 10 sec.

International Races for the "Y.M." Cup and "Wing and Wing Cup"

These were held at Fleetwood on Monday, Tuesday and Wednesday, August 15th-17th in fine racing weather with bright sun and a moderate breeze. On the first day the American yacht *Ranger* took the lead and never actually lost it. The Belgian yacht was obviously outclassed, chiefly because her crew had had very little experience with her before leaving Belgium. The British yacht *Scamp* had rudder trouble on the first day, but in spite of this kept her position as runner-up to *Ranger* throughout the series. On Tuesday afternoon the wind increased and *Ranger* broke the record for the Lake with 1 min. 59½ sec., but only to lose it shortly afterwards to *Scamp* which clocked 1 min. 56½ sec.

On the last day, *Scamp* got to within 10 points of *Ranger* and the two had to meet; *Scamp* was doing very well when the jib fouled the mast which allowed *Ranger* to get well ahead. The final results were: 1st U.S.A. (*Ranger*), 121½ points; 2nd, Gt. Britain (*Scamp*), 95 points; 3rd, Denmark (*Revanche*), 90 points; 4th, France (*Vic*), 64 points; and 5th, Belgium (*Uilenspiegel*), 26½ points.

In windward work, U.S.A., Denmark and Gt. Britain were very nearly equal, but the American yacht scored on the runs, due, to some extent, to the accurate setting of her vane. The "Wing and Wing Cup" was won by *Scamp*. The Mayor presented the prizes, and took a keen interest in the entire regatta.

36-in (Restricted) Class. Hove, 24th and 25th September

This event was blessed with fine weather and light to fresh sailing breezes. There were 20 starters from 10 clubs, mainly from the South, but some from as far afield as Newcastle on Tyne, Norwich, Gt. Yarmouth and Birmingham. Hard-fighting contests from beginning to end, resulting in a tie for top place, and another for fourth, and five other ties, leading to exciting finals. 14 boats tying out of 20 must be an all-time record. The results were: 1st, *Cheeko* (Mann, S. London, 52a points); 2nd, *Sabrina II* (Levison, Guildford, 52b points); 3rd, *Permuda II* (Judson, Guildford, 50 points); 4th, *Donald Duck III* (Adams, Gt. Yarmouth, 46a points); 5th, *Skylark* (Tansley, Hove, 46b points).

6 Metre Class. Fleetwood 24th and 25th September

This event was marked by light and variable breezes, and the last three heats could not be completed. Despite the disappointing racing conditions there was great good fellowship and the Scots went home in good spirits. There were 18 starters—15 from seven Scottish clubs, two boats from Fleetwood and one from Nottingham; this raises the question whether the race should be sailed in Scotland in future. The top scorers were: 1st, *Violet* (Rodrick, W. Scotland, 60 points); 2nd, *Jess* (Leggat, Scottish A., 52 points); 3rd, *Glennan* (Phillips, Saltcoats, 47 points); 4th, *Red Rose* (Wright, Fleetwood, 42 points).

The annual general meeting will be held in London, probably on the last Saturday in November.

THE THAMES SHIPLOVERS' AND SHIP MODEL SOCIETY

Notice has been received of forthcoming lectures to be held on board R.R.S. *Discovery*. On November 30th, Lt.-Cdr. J. H. Craine ("Jason"), will be speaking on "Whalers and Whaling," and Mr. Frank G. G. Carr, Director of the National Maritime Museum, is arranging a lecture on "The Development of the Warship since Trafalgar" for December 21st. The first anniversary of the society will be held on January 25th. A. C. Hardy, B.Sc., M.I.N.A., F.R.G.S., is speaking on "Motorships," on February 22nd; on March 29th, W. M. Leisching, B.A., will be talking on "Trinity House and its Work," and on April 26th, R. C. Anderson, Litt.D., F.S.A. (Vice-President of the Society for Nautical Research) will be lecturing on "The Galley, from Classical to Napoleonic Times."

All lectures will be held on the last Wednesday of each month at 7 p.m. Dates of model-makers' meetings will be announced at lectures and in the ship-modelling press. The programme of excursions for the summer months will be announced early in the New Year. Any further details can be obtained from the Secretary, H. V. Evans, 134, Sunningfields Road, Hendon, N.W.4.

DERBY HYDROPLANE RACES

The Derby Model Racing Club's first open hydroplane events were held on Sunday, September 18th, at Allestree Park. Despite the fine weather and calm water, speeds were, unfortunately, very low compared with those obtained in practice laps. In the first race, a club event over 500 yds. for 2½ c.c. class for the Allestree Trophy, the winner was G. E. Jackson, at 26.63 m.p.h., and E. Clare second, 24.00 m.p.h. During this race, an amusing incident occurred when Mr. Pym's boat failed to take up the line. Mr. Pym waded out to stop it when the line suddenly became taut and the boat put in about ten very fast laps, using Mr. Pym as a pylon until it broke the line and hurtled down the lake, finally colliding with a tree. Mr. Pym was eventually unravelled and the race continued.

In the next event, the open 500 yds. class C (restricted) race for the Derwent Trophy, the speeds were surprisingly low. E. Clare's *Imshi* (Derby), was the winner at 31.66 m.p.h., with C. Stanworth's *Meteor IV* (Bournville) second at 30.94 m.p.h., and A. Brearley's *Bitza II* (Derby) third at 28.00 m.p.h. In the 500 yds. open class C, which brought only three entries, the only competitor to stay the course was L. O. Barnes's *Suna* (Derby), at 26.56 m.p.h.

The last event was a club nomination and concours for the Warren Trophy, in which Messrs. Williams and Daziel acted very ably as judges. Commercial engines were not eligible for awards. The winner of this event was L. O. Barnes's *Suna*, with a total of 88.4 points, and A. Brearley's *Bitza II* was second with 82 points. The Derby club wish to place on record their thanks to the Bournville club for their very welcome support, and also to Mr. K. Williams, who presented the prizes after tea, at Allestree Hall.

BOURNVILLE M.Y. & P.B. CLUB

The Dr. Sanderson Silver Yacht Trophy

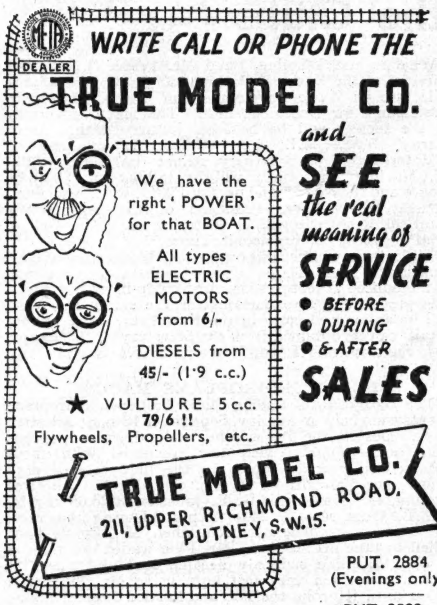
As has been the case for the past 20 years or more, there was keen sailing in the annual race for this envied trophy. Sailing was held on Saturday, September 10th and 17th, on Valley Lake, and resulted in the trophy being won by Allan Davis's *Dare* (39 points), with George Leeds' *Ethel* second (36 points), and Don Smedley's *Samaki* third (24 points).

The A. J. Turner Rose Bowl

On Saturday, September 3rd, yachts of the 36 in. class sailed for this trophy. The racing was keenly enjoyed by all taking part and greatly interested the many onlookers. The final scores resulted in the somewhat rare achievement of Don Smedley's *Mickey* gaining the maximum 25 points. Allan Davis's *Argo* came second with 17 points, and H. E. Burbridge's *Kestrel* third with 15 points.

ICKENHAM AND DISTRICT SOCIETY OF MODEL ENGINEERS

Visitors and new members are welcomed to the meetings of this society which are held every Friday, at 7.30 p.m., at their new headquarters the Memorial Hall, High Road, Ickenham. Their entertainment programme is complete to December 2nd, and includes something to interest and entertain everyone, no matter what branch of the hobby they follow. They are most anxious to increase their sailing and power boat membership, and anyone interested could obtain further details from the Secretary, A. Dunn, Esq., 27, Ivyhouse Road, Ickenham, Uxbridge.



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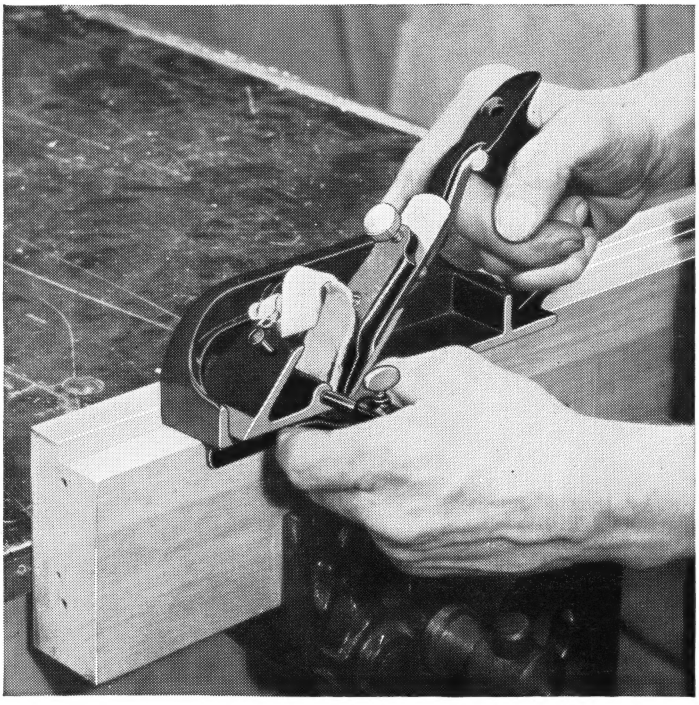

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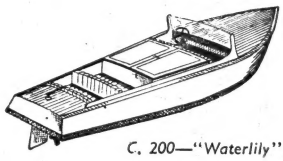

C. 200—"Waterlily"

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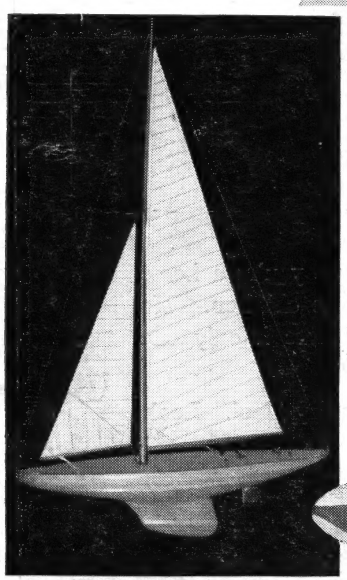

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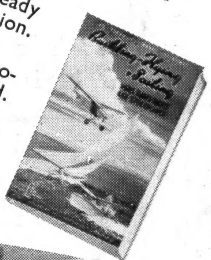

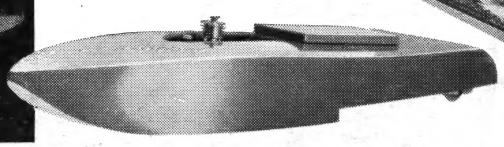

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